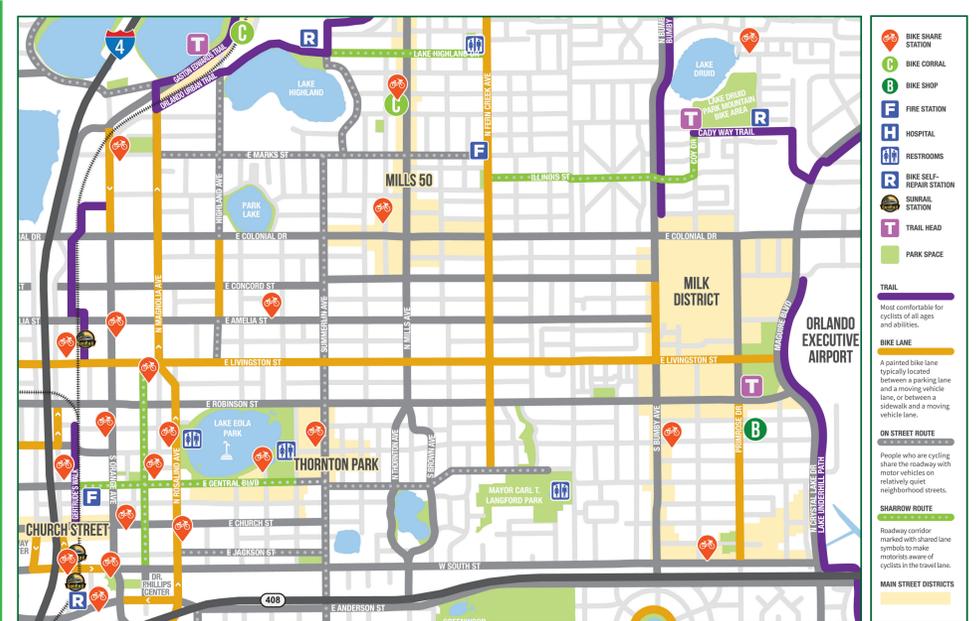


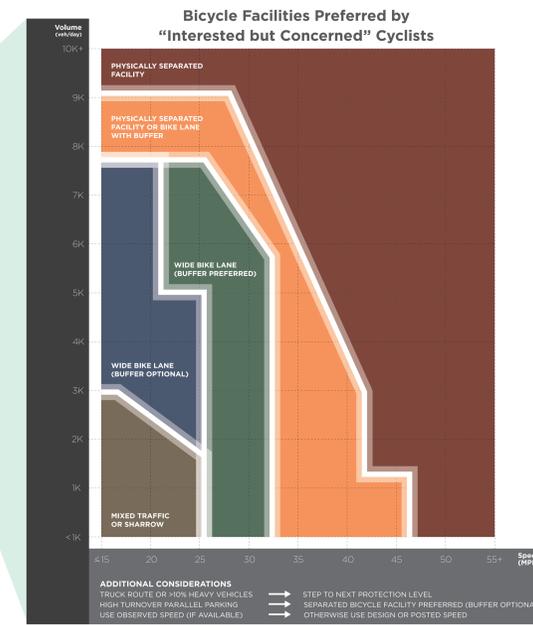
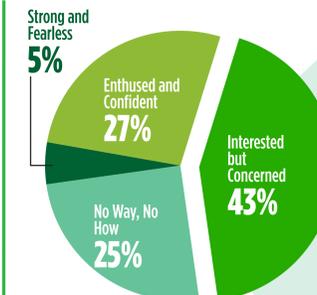
Orlando Bicycling Network



Raised Intersection at Broadway Avenue

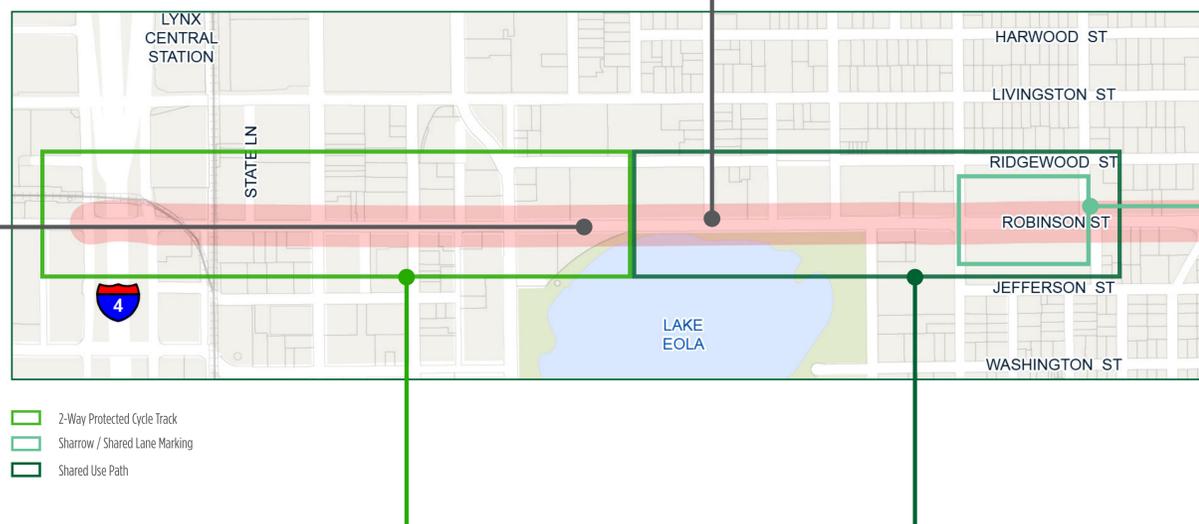


Types of Cyclists and Bicycle Facility Preferences



Source: National Institute for Transportation and Communities, Portland State University, *Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.*

Cycle Track Transitioning to Shared Use Path | Midblock Crossing



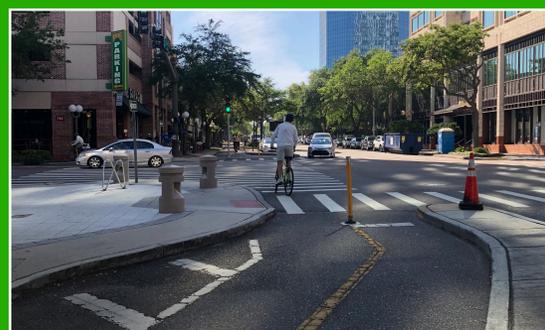
Sharrow / Shared Lane Marking

- No separation from vehicles
- Encourages bicyclists to take full lane
- Most applicable to low-speed streets (20 MPH or lower)



Two-Way Protected Cycle Track

- Protects bicycle space and improves perceived comfort and safety
- Prevents encroachments like double parking
- Increased width allows safer maneuvers for bicyclists
- Dedicated bicycle signals prevent conflicts with turning vehicles



Shared Use Path

- Used by both pedestrians and bicyclists
- Increased comfort and safety for bicyclists
- Conflicts between bicyclists and pedestrians only observed with higher volumes of bicyclists.

